Scheme relating to Gujarat under Eighth Five Year Plan

2246. SHRI ANATRAY DEVSHAN-KER DAVE; Will the Minister of SURFACE TRANSPORT be pleased to refer[1] to the answer to Unstarred Question 422 given in the Rajya Sabha on 23ri February, 1994 and state:

(a) what are the names of the schemes of his Ministry which are to be started in the State of Gujarat during the Eighth Five Year Plan period; and

ib) whether the schemes for Gujarat have been approved on the basis of area and population and if not, on what basis these schemes have been formulated?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) The following schemes are proposed to be started in the State of Gujarat during the Eighth Five Year Plan :—

(i) Construction of Eighth general berth at Kandla Port,

(ji) Development of Waterway between Bhadbhut and Baharuch in the river Narmada.

(iii) Twenty six schemes relating to reconstruction of major/minor bridges, construction of bye passes, widening of roads etc.

(b) The schemes are formulated on the basis of ac[f]ual requirement, inters' priority of works and overall availability of funds etc.

Development of highways

2247. SHRl GHUFRAN AZAM: WiH the Minister of SURFACE TRANSPORT be pleased to state:

fa) whether Government have seen the press news-item which appeared in 'Statesman' dated 4th July, 1994 under the caption "Poor Planning hits road projects";

(b) if so, whether due to faulty planning a large number of road projects have been badly affected;

(c) whether the growth of vehicles are increasing and the development of Highways is declining; and.

(>d) if so, the immediate corredtive steps now Government propose to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Government is aware of the position indicated in the news item in question.

(b) to **(d) There** has been gro oif vehicle population on the National Highways, but due to resource crunch, it has not been possible to develop the National Highways to the desired level. However, efforts are made to keep the National Highways in tra. flic worthy condition within the avp[:1] able funds. In order to augment the budgetary sources, it is proposed to involve the Private Sector participation also in the construction, maintenance and operation of fee^based facilities on National Highways on BOT (Build. Operate and Transfer) basis.

राष्ट्रीय राजमार्गों की घोषणा में विलम्ब के लिए अभ्यावेदन

2248. मौलाना ओबेदुल्ला खान आजमी : क्या ग्रल-भूतल परिवहन मंत्री 9 मार्च 1994 को राज्य सभा में अतारांकित प्रश्न सं० 2532 के दिये गये उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) देश में इस समय राष्ट्रीय राजमार्गों का विस्तृत ब्यौरा क्या है ;

(ख) अन्तिम राजमार्ग को राष्ट्रीय राजमार्ग कब घोषित किया गया था और उसका नाम क्या है ;